MY LADYE'S BEART

There a tuneful instrument
Of a mellifluous concent.
The secret of whose harmony
Is understood alone by me.
My master. Love—'tis safe to say
That four and-twenty hours a day
Of practice should the skill impart
Of playing on my ladye's heart

Responsive to my lightest touch Our mutual accord is such With equal case I make a cry Or scutimental symphony. A song of love, a merry air, A wall of anguish or despair, Such are my themes whene'er I start

Haply I strike a note of woe
And find it sweet, too, for I trow
The hand that stirred the mountful strain
Can turn it unto joy again.
But liking well this power to wield
Too often to its spell I yield.
And twang, I fear, with cruel art
The strings upon my ladye's heart.
ENVOY.

ENVOY.

See that the storp has did not accompany the property of the p

owing to the increased attempts of Masset thieves, and when the property in the property in the property in the property of th do with impunity as we never dared use our rifles. Under such circumstances it afforded immense fun to the reckless young Masai blades to worry us by their midnight thieving, and even murdering exploits. On this night, however, everything promised well. A thoroughly good night's sleep would make up for much lost time. The scanty remnants of a diseased bullock, which we had been so fortunate as to secure on the previous day, stayed the worst pangs of hunger: then, at nightfall, the sentinels were set, and, with the usual injunctions about unflagging watchfulness. I turned into my tent. No sleep, however, came to me. The tension on my nerves had been too much, and I tossed about on my hard camp bed unable even to doze. Sleep would have come in time, doubtless, but to add to my troubles I got a violent toothache. Becoming desperate. I determined to try an opiate. Jumping up, I groped in the darkness in one of my boxes till I found a small medicine case. Selecting a phial of chlorodyne by means of the smell. I went to the door of my tent, and by the light of the distant camp fire, recklessly poured into the hollow of my hand what must have been a very large dose, and without more ado sucked it up.

"Now I will get some sleep surely." I thought to myself as I returned to my camp bed and rolled myself in my bianket. Nor was I mistaken. The chlorodyne speedily began to take effect. An agreeable warmth crept through me. The toothache disappeared, and with a delightful feeling of satisfaction I became aware that I was rapidly falling asleep.

I do not know how long I slept, but some time

It was a strange mixture of terror and pleasure which I experienced. How long this impression of movement lasted I cannot tell. At any rate after a certain time it ceased, and there was nothing but sweet oblivion. Some time toward the morning I half awake with a delicious sense of having had a sound refreshing sleep, so refreshing indeed that I wanted some more of it.

"Confound it: there are the Masai again," I inwardly ejaculated, with a semi-conscious feeling of fear and profound annoyance, as I became aware of native voices. "Well, I don't care: let them steal and marder, I am tired of this miserable life," I declared to myself with sublime resignation to whatever fate might have in store for me, and I more firmly closed my eyes, as If by that means I would also shut out all thought of danger to myself and men. Still in spite of my desire and the evident drowsiness which possessed me I could not again fall quite sound asleep. As in a dream I was aware of noises not asually heard in camp. There was the movement the trickling of bells, and the lowing of eartle, mingled with the strident voices of women, while a very pronounced cattle-kraal odor saluted my sense of smell.

"How queer!" I thought, "I must have been dreaming that I was in a Masai village, and can't aget the idea out of my head."

Still the same sounds came wafted to my ear. "Dear me," I again solliouized, "am I asleen in the strange of the same sounds came wafted to my ear."

The strings upon my ladye's heart.

ENVOY.

Yet, O my sweetheart! chide me not!
To-day's distress is soon forgot.
My solace and my loy thou art,
O sensitive, O tuneful heart!

A MASAI ADVENTURE.

BY JOSEPH THOMSON, AUTHOR OF "THROUGH
MASAI-LAND," ENC.

Truth is sometimes so much stranger than fiction
that it is not always wise to tell it. I have been
so much impressed by the wisdom of this that it is not always wise to tell it. I have been
so much impressed by the wisdom of this that it is not always wise to tell it. I have been
some much impressed belol me while wandering in inner Africa. Indeed I had sufficient excuse for being silent or recalling to mind the many travellers who have had occasion to repent their ingenuous candor.

Of late, however, I have come to the conclusion
that my fears were groundless, especially on remarking that recently more than one "traveller's
tale" has been received by an applauding proble
without scepticism. Thus encouraged, I venture
experience of African adventure.

It happened in this wise: During the course of
my exploration of Masai-land, with the object of
finding a direct route to Victoria Nyanza and the
Upper Nile Provinces, I had reached, after many
trals and hardships, Lake Naivasha, in the very
heart of the country, but only half-way north, while I set my face to the cast.

Scaling the direct road and making a direct many on the charge traped to
the main body of my caravan to continue its wy
there was a moment of silence, then
the main body of my caravan to continue its wy
there was a moment of silence, then
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my caravan to continue its with
the main body of my c

the exhibition of my naked breast upon the Masai. The women, expecting something terrible to happen, screamed in real or affected terror and shut their eyes, and some of the men shrank back, not daring for the moment to look. Gradually, though fearfully, they ventured to gaze upon me. Their mouths began to widen till the face yawned from ear to ear, giving vent to suppressed "Hai! Hais!" from the men and "Hi! Hi!" from more timorous women, as instead of seeing my head under, my arm, they only remarked the chenomenal white skin of my breast. This exhibition, however, was in itself wonderful enough to make them momentarily forget that they had expected to see something more sensational, and the crowd pressed forward to have a closer view. The ditto, or unmarried young women, always the most brazen and forward on such occasions, were the most eager to make a thorough examination. At another time I wou'd have enloyed noting their surprised and wondering faces as they advanced toward me with the timid air of half-tamed deer, with great wide open eyes and uncertain footstep, ready to fly on the least indication of danger.

At length a spoiled belle of the kraal, and, consequently holder than the rest, carried away by a sudden impulse, put forth her hand and, with the tip of her clay and oil-bedaubed finger, touched my breast. As quickly she drew it back and fled, more frightened and more delighted than ever, to hide herself among her companions. This feat on the part of the girl was greeted with cries of astonishment by the onlookers. The soell was broken. On my breast stood out sharely a dark brown spot, optical evidence of the ditto's touch.

For a time the centre of interest was transfered from my to the dames of which was sure.

sharply a dark b

the ditto's touch.

For a time the centre of interest was transferred from me to the damsel, who was surrounded by an admiring crowd. With absorbing interest the finger which had touched me was examined to see what had been the result of the contact. To their astonishment no change was discovered. This ascertained, they crowded round me once more, with additional confidence and lessened respect. If I had shrivelled up the bold maiden they wou'd have worshipped me. As it was, they did not now hesitate to push their filthy persons against me, to pinch my arm, to stroke my breast, to feel the texture of my hair, to see if indeed I was a human being like themselves. Very soon I was brown and greasy as any

Masai for.

"He's only an albino," cried some one at length, as the result of his contiation.

"Of course!" chimed in half a dozen voices. On hearing that cry I felt that my case was hopeless. How could I exect to sustain the role of a magician and yet be taken for a white negro?

"Then he is no lybon," called our another war-

a magician and yet be taken for a white negro?

"Then he is no lybon," called out another warrior.

"If he is a lybon," exclaimed a second, "he is our enemy. He has killed our cattle. He has hewitched them."

"Then let us kill him before they all die," was the natural conclusion and outery.

"Yes! yes!" "No! no!" shouted the rest: some anxious for around execution, others still preserving some belief in me and anxious to give me another chance, to save their cattle. The lygonani, to whom they looked for orders, was in great perceivity. He evidently foresaw that if he gave the order for my death, and all the eattle subsequently died he would be held to blame, and probably would meet with my fate. The young warriors, always anxious to draw blood, were gradually working themselves into a dangerous state of excitement. With fierce cestures they whiled their clubs round my head, or felened with vicious stabs to end my days with their swears. It required all my power of will to keen from shrinking from their threatening movements. I knew only too well that an irresistible impulse might transform one of these tretended death-blows into something terribly real. Happily my courage did not quite desert me.

"Keen back!" I shouted with such disnity

Do that and we will believe you."

To this I could make no reply, though I mentally registered a vow that I would never pose as the lybon again if ever I was spared to escape.

"Let us take it out for him," at length suggested one man, referring to my eye.

"His head would be better," said a second.

"No, no!" cried some of the obser men. "Let him alone to-day." Others, however, received with rapture the proposal to cut my head off, and would have liked to have seen it out into astant execution.

Happily for me the lygonani and some of the chief men of the krasi were all for caution and moderation, and though the idea was rapidly beoming general that I was after all only a white negro or albino, and a complete fraud as

posing that it was only a Masai sentinel assuring himself that I was safe inside, I made no attempt to see who was there. Next moment, however, a shudder went through my body as I felt a cold, clammy hand touch my naked, aching back. I could not move and with difficulty suppressed a startled jaculation. "Lybon, 'tis I.—Sekira. Do not speak. I come to save vou," said a low, feminine voice, from the darkness, and which I recognized to be the girl who had first touched me in the morning. I lay speechless, half overcome with the thought of a new least of life, partly sceptical cartly unable on the instant in my stupified condition to realize in its failness the meaning of her words.

to realize in its fulness the meaning of her words. But though I was then m-mentarily paralyzed, the girl was all promptitude and action. Speedily and yet carefully she severed my bonds, and in a short time my heart was throbbing with ex-citement and a renewed sense of liberty as, with sigh of satisfaction, I stretched out my cramped limbs

a sigh of satisfaction, I stretched out my cramped limbs.

"Quick—drink this milk," added the girl. "We must lose no time." Faverishly I grasped the calabash in the darkness and gulp d down the refr shing draught. Ah! then, how much I felt the glory and the desirableness of life, though so lately I had been unable to realize what the extinction of it implied. The girl, with admirable foresight, had prepared everything that was necessary to insure my escape. I was soon transformed into the semblance of a Massi by my donning a monkey-skin or kaross or robe, which covered my body, while my legs were made unrecognizable by the rolling up of my pyjamahs above the knees and the addition of a coatting of clay to modify their color.

I was now ready for flight, but before leaving the hut I sufficiently gathered my wandering senses together to express my gratitude, while asking if there was not running a very great risk. To my profound amazement and perplexity she declared she was going with me and meant to become my wife. Thunderstruck at the idea I could make no reply. To tell her that she could not be my wife was to insure my death, while it stuck in my throat to say that I would make her my wife, when I knew that that was impossible, and would only mean her marriage to one of my men. Before venturing out of the hut Sekira looked carefully round to see that the coast was clear. Nobody was to be seen, and happily the night was moonless, though bright and clear. Our first object was to crawl on hands and knees away from the hut in a direction opposite to the gate. This was a very uncleasant business, and entailed some very painful pricks from thorns. At one or two huts we heard the voices of warriors, but fortunately no one was outside.

When well away from the vicinity of my prison Sekira ceased crawling and stood up. I did

we heard the voices of warriors, but fortunately no one was outside.

When well away from the vicinity of my prison Sekira ceased crawling and stood u; I did likewise. The dangerous part of our enterprise now commenced. My rose was to appear to be one of the guard, that of Sekira's to attract away the latter from the gate. Advancing by herself, the girl commenced a very free flirtation, while I wandered round slowly and with frequent stoes, as if to see that all was right. The girl soon beguiled the men from the neighborhood of the gate, while I directed my steps thither. With feverish energy, but as quietly as possible, I moved the logs aside till I made a hole sufficiently large to pass through. With a wild throb of delight I felt myself outside and free. For a single moment I had a strong desire to take to my heels, heedless of my rescuer, only thinking of my own safety. It seemed, indeed, the only solution of the problem what to do with her. Happily for my peace of mind I repressed the dishonorable thought and waited feverishly for the girl at a conspicuous tree previously agreed on.

I had not waited many minutes when a terrific cry burst upon the quiet night air, and told me that my escape was discovered. The cry gave birth to a hundred others in every possible key. Again I felt prompted to fly. An inner temetation urged that Sekira could not join me now, while every moment wasted would only add tenfold to my danger. Still I had sufficient command over myself not to give way to such feelings, though the uncertainty of the whole thing made my position maddening.

The warriors now began to spread themselves out to sween the country in the direction of my camp. They were rapidly nearing the tree underneath which I stood. It seemed certain death to wait lenger. Sarely I could now honorably fly! Descalingly I looked round; I dared not call. No Masai maiden was to be seen, but already the vaguely-defined forms of warriors were locming out nortentously in the darkness, I turned to fly, but just then the voice of

SAVED HIS LEGE

SCROFULA of the

BONE CURED!

LITHONIA, Ga., August 11, 1887. THE SWIFT SPECIFIC CO., Atlanta Ga.; Genile cen. I have been afflicted with ulceration of the legs ever since I was a child; the disease undoubledly being hearditary, as my mother suffered from a refutous symptoms. As I advanced to manhood my affection increased until the mainly became fully involved, the left leg being less painfully affected. Finally, about fourteen years ago, the clears of my right leg had eaten through the flesh into the bone. In order to save my life the doctors determined to amount to my leg below the knee. The But the loss of my leg gave me only temporary re-lief. The poison was still in my system and soon

could not stand the stepch and would move away Last winter I was persuaded to try S. S. S. As a last effort I consented to do so, and about seven months ago I began taking the Specific. I soon began to feel the good effects of the medicine, the offensive running began to grow less and less and offensive running began to grow less and test and finally cased, the uleers healed, my death became firm and solid, and to-day, after using twenty-one bottles. I am as hale and stout a man of my age as there is in Georgia. I am seventy-one years old, but feel now younger and stronger than I did when I was twenty-ine. I weigh about 170 pounds. I was twenty-five. I weigh about 170 pounds.
Nothing is to be seen of the terrible disease, or to
remind me of the torture I suffered for so many
years, except the scars of he perfectly heared ulcers.
I want the world to know of the almost miraculous oure effected on me by S. S. S., and I call
upon those who wish to know the particulars directly from me to write and I will consider it a
pleasure as well as a duty to answer their letters.
I refer to Dr. W. P. Bond, of Luthenia as to the
truth of my statement. Very gratefully yours.

Treatise on Blood and Skin Diseases mailed free.

Treatise on Blood and Skin Diseases mailed free.
THE SWIFT SPECIFIC CO.,
Drawer 3, Atlanta, Ga.

## Wividend Motices.

OREGON PACIFIC RAILROAD COMPANY,
-The coupons materiar A rel lat, 1888, from the First
Mortzage Bon is of the tompany, will be paid on and after
April 2d, proxime, at the office of the Company, No. 45
Williamst, New-York.

T. E. HOGG, President,

THE STATEN ISLAND RAPID TRANSIT Will pay on presentation at its office, foot of Whitehall-st., New York, on and after dendar, April 2, 1838, the following compons and dividends, due on April 1, 1888;

Division divaries on Staten Island Railway and Staten Island Railway and Staten Island Railway and Staten Island Rapid Transit R. R. Brain mortages lovely. Coupons on States Island South Island Transit R. R. Brat mort age houls.
EDWARD CURSY, Assistant Treasurer.

New-York, March 30, 1889,
THE COUPONS DUE APRIL 1, 1889, on
Series "A" binds and on bonds of 1911 of the Chesapeaks and Ohie Railway Company will be purchased on and
after April 2, 1886, at their face value, by the undersigned
at the office of DEXEL, MORGAN & CO., 23 Wall-st,

C. H. COSTER,
R. J. CRUSS,
ANTHONY J. THOMAS,
organization Committee of the Chesapeake and Ohio Railway Company. way Company.

THE MISSOURI PACIFIC RAILWAY CO., 196 BROADWAY, NEW-YORK, Marca 26, 1888.

DIVIDEND N . 31.

A quarterity dividend of 1½ PER CENT on the capital atock of this company has this day been declared, payable Monday, April 16, 1883.

The transfer books will be closed on Thursday, March 29, 1888, at 50 clock p. m., and reopened on Pressing, April 17, 1888, at 10 o'clock p. m., and reopened on Pressing, April 17, 1888, at 10 o'clock p. m.

ISSS, at 10 o'clock a.m.

GALLATIN NATIONAL BANK.

NEW YORK, March 28, 1888.

THE DIRECTORS of this Bink have this day declared a dividend of FIVE PER CENT (5 per cent) out of the sarnings of the past six months, payable on and after April oil prox.

The transfer books will be closed until that date.

ARTHUR W. SH. IMMAN, Cashier.

THE CHATHAM NATIONAL BANK,

THE CHATHAM NAWYORK March 23, 1850.

SINTY-NINTH DIVIDEND.

The Board of Directors have this day declared a quarterly dividend of 3 PER CENT From the earnings of the past three montage, symble on anni after April 2. The transfer dooks will remain closed until that date.

H. P. DOREMUS, Cashiet.

WESTERN NEW-YORK AND PENNSYL VANIA RATLROAD CO., Office No. 16 Broad st.,
Mills Building, New-York, March 20, 1888.—The first
coupon of Second Mortgage Bonds of this company, due
April I, 1888, will be paid in scrip (as stated in said coupon) on and after April 2, at the company's office, Mills
Building, New-York.

JNO. DOUGHERTY, Treasurer.

Enropean Abvertisements.

CLOSE TO THE HOLDS IT.

One of the fines Hutels in the Meropolis; fitted with Electric Light; Pasen er Lift; Exchange Coys Telegrophic News and Tolophone. The cary Hutel in London with a complete system of Baths, including Turkins and Semming. Visitors received at a fixelp nice of 12s. (or 3 dollars) per day inclusive. J. R. CLEAVE, Manager. GRATEFUL-COMFORTING.

EPPS'3 COCOA.

RREAKFAST.— By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by s careful application of the fine qualities of well-selected Cocoa. Mr. Epps has provided our creakfast tables with a delicately flavored toverage which may have quotiens bills. It is in the judicious use of such articles of dies that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle mandles are floating around a ready to attack wherever there is a weak pointway excape many a fatal shaft by keeping ourselves well fordfed with pure blood and a properly nourished frame "--tivit Service Garette.

Made simply with boiling water or milk. Sold only in half pound this by Grocers, labelled thus: JAMES EPPs 4. CO. Hours opathle Chemists. London, England.

Steamboats and Railroads.

BAY LINE to OLD POINT COMFORT,
NORFOLK, VA., and SOUTH.
Leave v.a Print H. L. 4 30 p. m. Parior cose to Baltimore, thence palace stramous, arriving at Ol. Point at
8:15 a. m. Norfolk 9 a. m. H. V. TOMPR NS.
Gen'l Pass Agent, 317 Broadway N. Y. BOSTON, PROVIDENCE and EAST,

Nis STO. INCIDENT LINE Recarded the Route at Lowest Pates. Steamers brave new pier 30 N. R., one block above Canal st. at 5:00 o. m. daily, except Sunday. NORTHERN RAILROAD OF NEW-JERSEY

Trainslauve From Chambers, statten med dars lar Eng award, Fennitz, Clister, San Kill 451 Nyang 5 39, 759, 820, 950 and 11330 a.m. 113, 532, 409, 450, 522, 520, 520, 640 and 150, 1636 p. 12 sidesigh, san lars 759, 950 a.m. 4an 8 p. n. Fer Names, spring Valley, Mensey and Tailman, week lars, 769, 950 a.m. 450, 010 p. m. Sundays 950 a.m. and 8 p. m.

mass, seek dark, 19, 9, 30 & m., 8, 30, 0, 30 p. m. Samuel et 50 a. m. and 8 p. m.

FRIE RAILWAY. Ticket Offices, 401, 317, 12 first and 957 Broadway. 153 b. Bowers. 187 West at., 1 Bailery Flace. Commerce screet and 266 Street ferries. New Yor, 33 and 333 dull on all 266 Street ferries, New Yor, 33 and 333 dull on all New Station. Israel way, Williamsburg: corner Newark and Juliam also ass. Holbowers. 22 about smelly and ranked on agranged and the soft of the same of the first and Per or selecting Car reservations and enters for the king and ranked or or selecting Car reservations and Express fraim in ave 25d-64.5 influence exclict that time shows from charmstray. Character of the same and enters for the king and ranked or or selecting that the selecting from Characters. Follows Bailed by a full manuface exclict the firm the shows from Hernelly valle to Characters. Follows the time from the selecting that the firm that of the and Bailed by a Hallman Steephild Coache to Bindlad Nilsonia. No city observe for fas that.

5 p. — Daily "Chicago and St. Lone Limited," a colid Publican Nilsonia Nilso

Muddletown and Port Jerris-4:45, 7:50, 9, 10:30 a.m.: 3:30,

Steamboats and Railroads.

NEW-YORK, ONTARIO AND WESTERN NEW-YORK, ONTARIO AND WESTERS AND ALL WAY I Traine wave from ferries at west 42d and Jay ats. as follows:

West 42d.as. 7:56 a. m.; Jay-st., 7:30 a. m., for at 2 dicrows, Fallshory Montreello, Liberty, Watton, Delbi, Norvelch, Piten, Romb, Onetida, Ruiton, Oswego, Boffalo, Oswego, Edition, Oswego, Boffalo, West 49dest, 4:10 p. m., Jay-st., 6:10 p. m., for Middlerown Fallshory, Liberty Watton, Norwich, Onetida, West 42dest., 6:25 p. m.; Jay-st., 6:10 p. m., daily for Middlerown, Fallshory, Liberty Watton, Norwich, Onetida, Oswego, Suspension Reider, Derroit, Chicago, St. Louis, Buffe Gleepers to Niggara Falls. Reclining Chair Caffric to Ricchester, Evillmen sisceptingwar berths received at 307 Renadway. Time tables, tickests, &c., at 207, 307, 944, 1,325 litroid, way, 737 6th-ave., 134 East 12th-st., 24 West 12th-st., New York.

SHORE LINE.-All Rail Route for Boston. now Express train at 4 p. m., except bunday. Past Express rate at 11 p. m. daily. Palace Parior cars or Sicoping.

LEHIGH VALLEY RAILROAD.

PASSENGER FRAINS toave foot of Cortlands and
Desbrosses at as follows:

7 a m for Care-a quand intermediate points.

8 a m for Geneva Lyons, Elmira, Rochesser, Buffals
and the West and principal local points. Chair car to
Wilesshare.

and the West and principal local points. Chair car to Wilcesharre.

1 p. m. for Pinishannock connection to Reading and Harrisourg.

3 40 p. m. for Pitiston and principal intermediate points.

5 20 p. m. for Pitiston and principal intermediate points. Chair car to Pitiston.

5 20 p. m. for Copiar and intermediate points. Connection to Reading and Harrisonay. Chair car to Copiar, nection to Reading and Harrisonay. Chair car to Copiar, 5 50 p. m. for the eval. Lyons. Elimita. Richester. Buffall, and the West. Pollman sleeper to Lyons.

8 15 p. m. for Laurays and intermediate points.

Trains leaving at S a. m., 1 p. m. and 3 40 p. m. connect for all points in Mahanoy and Harieton coal regions.

8 a. m. for Maucon Chunk. Harieton and intermediate points.

CAPE CHARLES ROUTE to OLD POINT THE SOUTH. NOLFOLK, PORISMOUTH AND ON and siter February 6th, 1888, trains of the NEW-YORK, FILLADELPHIA AND NORFOLK R. R. will have foot of Certificate and Despresses at as follows: leave foot of Cartland; and De-brosses sts. as follows: Week days 9 a. m., arriving at Old Point Comfort 8 p. m. arriving at Old Point Comfort 9 a. m. Tickets parior-car seats and sleeping berths secured at any Ticket for car seats and sleeping berths secured at any Ticket for car seats and sleeping berths secured at any Ticket for the Pennsevivania Rulfroad Company. H. W. DUNNE, Supt. R. B. COOKE, G. P. & F. A.

CENTRAL RAI ROAD OF NEW-JERSEY. FOOL OF LIBERTY STREET, NORTH RIVER.

Time Table of December 8, 1887,

For PHIL. 1114 and 1.130, 3, 4, 5,30, 7,30, 12

p.m. SUNDAYS at 4,8,45 a.m. 1,330, 12 p.m. 5,100, 12

p.m. SUNDAYS at 4,8,45 a.m. 1,330, 12 p.m. 5,30, 12

p.m. beauing at 4, 7,30, 11 a.m. 1,30, 4, 5,30, 7,30, 12

p.m. have connection for Reading, Harrisburg, Potsyllie, etc. 4 a.m. for Easton, Bethiehem, Allentwin, Mauch Chung, Reading, Harrisburg, etc. On Sunday for Easton.

A LL COUPONS DUE 1st prox., and the principal of all ben's due on that date issued by The Railford EqCIPM'NT COMPANY, and selected by The Railford Equipment of the state of the office of PONT, MARTIN & CO., No. 34 by Pinesa, New-York, and E. W. CLARKE & CO., No. 35 south 34-st., Phila-selphia.

March 31, 1888.

JOHN PATON & CO., No. 52 WILLIAM'ST., NEW-YORK.

Will par on and after april 2 coupons maturing April 1, 1888, on the following bonds:

ST. LOUIS JACKSONVILLE AND CHICAGO
FIRST MORTGAGE
MISSISSIPPI RIVER BRIDGE FIRST MORTGAGE
KENKUK AND WESTERN RAHLROAD CO., 52 WILLIAM ST., NEW YORK, March 7, 1888.

DIVIDEND OF ONE PER CENT. upon the capital stock of this company has this day been declared, payable at the office of Messers. JOHN PATON & CO., 52 WILLIAM ST., New York, on the 2D DAY OF APRIL next, to stockholders of record at the close of business hours on the Sth inst.

The transfer books will be closed on the Sth inst. and reopened on the Sth day of April next.

OREGON PACIFIC RAILROAD COMPANY.

DREGON PACIFIC RAILROAD COMPANY.

DREGON PACIFIC RAILROAD COMPANY.

DREGON PACIFIC RAILROAD COMPANY.

harris reduced to monun, as Auriceaux, \$2.30, to the \$1.30 New London, \$4.10 Corresponding reduct to all points East. Steamers CITY OF WORLESS'E (CITY OF BOSTON and CITY OF LAWRENCE leave 1 40, N. R., at 5 p. m. port, Fall River and all other points. Reduction to New.
port, Fall River and all other points. Steamers PILGRIM
and PILOVIDENCE. Leave Pier 25, N. R., foot of
Murray-st., at 5 p. m. daily, Sundays included. Connection by Annex boat from Brooklyn at 4:30, Jersey
City 4 p. m. AN ONGHENTRA ON EACH STEAMER.
Tickets and staterooms secured at principal transfer and
ticket offices, at office on Pier 28, and on steamer.

PENNSYLVANIA RAILROAD.

On and after Filled ARY 9, 1888.

GRAND TRU & LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New-York, via Desbrosses and Cortiand?

Street Ferries as follows:

Harrisburg, Pittsburg and the West, with Pulman Palace
Cars attached, 9 00 a.m., 7 and 8 p. m. daily. NewYork and Chicago Limited of Parlor, Dining, Streeting
and Sleeping Vestibuled Cars at 9 00 a.m. every day.

Will assign took diaven, 9 00 a.m., 8 p. m., Corry and
Erica 8 p. m. connecting at Corry for Titusville, Petroleum Centre and the Oil Regions.

For Leconion, 9 00 a.m., 120 p. m. and 12 15 night.

For Norristown. Phenixville, Pottstown and Reading,
6.20 and 11 500 a.m., 120 and 4 00 p. m. Saturdays
only, 8 00 p. m. Sundays, 6.15 and 10 00 a.m.,

Entimere, Washington and the South, Lamised washingtion Express" of Pullman Parlor Cars and Pennsylvania
Raint at Dining Car, daily, except Soutay, 10 a.m., arrive Washington 0 12 p. m., regular at 6.20, 8 00 and 8 3 35

a.m., 1 000, 2 00, 4 300 and 9 00 p. m., and 12 15 night.

For Atlande City, t.p. m. week-days (through Parlor Car).

For Cape May, 11 10 a.m. week-days. Saturdays only,

1 p. m.

Long Branch, Bay Head Junction and intermediate stations, via Rahway and Amboy, 9 10 a.m., 12 noon,
3 40 and 5 p. m. On Sunday, 9 45 a.m. and 5 p. m.

do not stop at Asbury Parkl.

For Old Point and Norfolk, via New-York, Philadelphia &
Norfolk Railroad, 8 p. m. cery day, via Baltimore, and
Bay Line, 4 30 p. m., week days.

Boais of "Brooklyn travect.

Trains artive from Pitteronia, 110, 8, 11 30 a.m., 7 and
9 35 p. m. daily, "From Washington and Baltimore,
10 20 6 00 a.m. Sunday, 6 20, 6 50 a.m., 3 28, 5 50,
9 20 and 10 35 p. m. Sunday, 6 20, 6 50 a.m., 3 28, 5 50,
9 20 and 10 35 p. m. From Philadelphia, 3 50, 6 20,
9 20 and 10 35 p. m. From Philadelphia, 3 50, 6 20,
9 20 and 10 35 p. m. Sunday, 6 20, 6 50 a.m., a 32, 5 50,
9 20 and 10 35 p. m. Sunday, 6 20, 6 50 a.m., a 32, 5 50,
9 20 and 10 35 p. m. Sunday, 6 20, 6 50 a.m., a 32, 5 50,
9 20 and 10 35 p. m. Sunday, 6 20,

FOR PHILADELPHIA. Express Trains leave New York, via Despresses and Corsland: Street Ferries, as follows:
6 20, 7 20, 8, 9, 10, Uneago Limited and 10, Washington Limited Dining Cars), and 11 a.m., 1, 2, 3, 20, 4, 4, 30, 5, 6, 7, 8 and 9 p. m. and 12, 15 night. Accommodation, 8 30 and 11 10 a.m., 4, 40 and 7 p.m. Sundays, Express 6 15, 9 (6 Limited) and 10 a.m., 4, 4, 30, 5, 6, 7, 8 and 9 p. m. and 12, 15 night.
Trains leaving New-York daily, except Sunday, at 9, 10 and 11, 10 4 m., 1, 2, 4, 5, 8 p. m. and 10 a.m., and 6 p. m. on Sundays, consect at Trains leaving New-York daily.

10 and 11:10 a. m., 1, 2, 4, 5, 5 p. m. and 10 2 m.,
6 p m on sundays connect at Trenton for Camden
Returning, trains leave Broad Street Statics, Philadelphia,
12:01, 3:20, 4:05, 4:40, 5:35, 6:50, 7:30, 8:20,
8:30, 8:40, 11 and 11:15 a. m. Limited Express, with
Dining tar, 1:14 and 4:50 p. a.), 12:49, 2:30, 3:20, 4.
6, 6, 6:35, 7:12, 8:12 and 9:50 p. m. On Sunday,
12:01, 3:20, 4:05, 4:40, 5:35, 8:30, 9:40 a. m. 12:49,
3:30:4:50 Limited), 5:28, 6:35, 7:12 and 8:12 p. m.
Leave Philadelphia, via Camden, 9:00 a. m. and 4:30 p. m.
daty except Sunday.
There offices, 840, 4:33 and 9:44 Broadway, 1 astor
House, 8. Battery Place and foot of Desbrosses and Cortlandt ats.; 4 Courtest, and Brooklyn Annex Station, food
Philomet, Brooklyn, Station Jersey City, Limitgran
The New York Trainfer Company will call for and check
baggage from notels and residences.

The New York Trainfer Company will call for and check
baggage from notels and residences.

CHAS E P G H. CHAS E P GH.
General Manager. General Pass'r Agent

Semeral Manager. General Pass's Agent.

NEW-YORK CENTRAL AND HUDSON EIVER RAILEOAD.

GREAT FOUR-TRA-K THUNK LINK.

OR and after December 9 translaws

GRAND 1 FNTRAL STATION.

Largest and I meat Passenger Station in America.

Stopping at New Union without all lights, as noted.

18 a. m. Rodiester and Montreal Express, drawing room cars is Albany. Troy and Syracuse, also to Montral and St. Albany.

\*95.0 a. m., FAMOUS CHICAGO VESTIBULED LIMITED, on monostical last only of Buffet awoking car, dining car, drawing-room and alcount of Buffet awoking car, dining car, drawing-room and alcount of Buffet awoking car, dining car, drawing-room and alcount of Buffet awoking car, dining car, drawing who area of Buffat, 5th, Cheviand and Toleda, arrawing who are soon cars to Casanadagens and Rechester.

111.30 a. m., heart in Fordina and St. Louis Agent, drawing whom cars to Albany and Uties special, with drawing-room cars to Albany and Uties apecial, with drawing-room cars to Albany and Uties apecial, with drawing-room cars to Albany and Troy.

\*4 a. m., Accommodation to Albany and Troy.

\*4 a. m., Accommodation to Albany and Troy.

\*4 a. m., Accommodation to Albany and Troy.

\*5 a. m., Montreal and Canandalens & Ropesa, daily.

Sizepine cars to Platishing and Montreal via Romas's foundarian does not run west of Albany.

9 a. m., Social She not arrives Boohester 740 a. m., Barfalo Montreal and Canandalens for Managen and Sundary and designed run west of Albany.

9 a. m., Social She not arrives Boohester 740 a. m., Barfalo Montreal and Canandalens for Albany.

9 a. m., Social She not arrives Boohester 740 a. m., Barfalo Montreal and Canandalens for Albany.

9 a. m., Social She not arrives Boohester 740 a. m., Barfalo Montreal and Canandalens for Albany.

\*6 a. m. and the secondary of the secondary of Albany.

\*6 a. m. and the secondary of the second

Westcode Stations of the State State

NEW-HAVEN - Steamers leave Peck-slip Steamers arrive in time for early trains north and cast

WEST SHORE RAILROAD.

A 50 a. w. ts. time-lables, parlor or sisoping car accommoda-foor tex ts. time-lables, parlor or sisoping car accommoda-tions or in or mallor, no rat t fless. Broot of Futon-st ington-st, 750 Futon-st Annex Off s, nost of Futon-st New York 11ty-1803 735, 91; Brusiwar, 135 Sower, 12 Part Pluce, and West Shore station, not of Yest 124-st, Ioot of far 85, N.R. C. K. LAMBERT, S Yandsrbill-ave General Passeoger Access.

Express trains from the West arrive in New York at 7:53.
10.66 a.m., and 10.65 p.m.
R. H. MOULE.
General Managen
General Passenger Agont.